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From Painting by Lt. J. Joseph Capolino

THE SPIRIT OF THE MARINE CORPS

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# Juan Rodriguez Cabrillo

*This Bold Portuguese Adventurer, Companion of Cortez, Lost His Life While Searching for the "Great River" Along the Coast of California*

**A**FTER the discovery of America by Cristofer Colombo, a horde of Spanish adventurers, sailors, noblemen and restless spirits, gathered from all parts of Spain, and set sail for the new Golconda. Among these were Francisco de Ulloa, Francisco de Bolanos, and Juan Rodriguez Cabrillo. Ulloa, according to the most reliable accounts, was the original navigator entering the Gulf of California, but he did not reach the western shores of California proper, that feat being accomplished later by Cabrillo, of whose voyage it is perhaps safe to say, few mariners ever encountered more crucial dangers from the unleashed onslaught of wind and wave. Of the exploration of Francisco de Bolanos, comparatively little record has been kept.

The voyages and adventures of Juan Rodriguez Cabrillo have been extensively investigated and recorded. Soldier and sailor, Cabrillo, the Portuguese knight of fortune, was a man of striking individuality, a leader of a detachment of cross bow men under Cortez when they marched against Mexico, and he also accompanied several military movements, one of which resulted in the capture of Oaxaca. Joining forces with Don Pedro de Alvarado, he was placed in command of three ships, the San Salvador, the Capitana, and the Victoria, and commenced his voyage on June 7, 1542, sailing from Navidad on that day. Al-

By ERNEST McGAFFEY

though it is claimed that a chaplain accompanied the ships, it seems more than probable that the expedition was not primarily intended as a spiritual enterprise.

Nothing that has been gleaned concerning the commander's character has indicated that he was of an especially devout disposition. Neither were his qualifications as a sailor based, apparently, on any wide experience on the raging main.

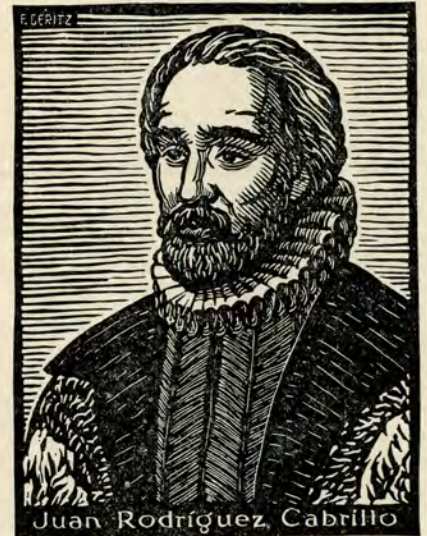
Brave he was, a lion-hearted man in every respect, and possessing the utmost confidence of the men with whom he had joined in for the great adventure. The coast of California, particularly to the north, after reaching San Luis Obispo County, Monterey County and on to the north is one of almost appalling ruggedness. Sheer cliffs of sometimes more than a thousand feet reach vertically to the water, and the coast line in many places is studded with rocks ranging from moderate size to some of immense size. Morro Rock, opposite San Luis Obispo County, is one of these larger masses.

The shore line along this part of the coast is one which presents imminent dangers to all navigators, although from time to time there are bays which may be entered into, and shelter gained from the storms.

The Pacific Ocean, notwithstanding its amiable cognomen, is capable of producing fierce storms, where the waters rise in monstrous billows; and a thorough knowledge of the coastline, and expert skill in seamanship, are essentially necessary for the protection of vessels caught in such unbridled manifestations of the sea's power.

Cabrillo's ships were the somewhat clumsy and primitive vessels of that period, and while manned by sailors who were experienced of that day, were more or less crude craft to brave the perils which awaited them. The little fleet leaving the Mexican port sailed northward, past a coast which presented no great difficulties, and first cast anchor at the Punta de la California.

Leaving this point they passed a coast made up of level beaches with some sand



dunes, and finally anchored in the rear of a peninsula extended into the ocean, which they named Punta de la Santa Catalina. By August they had reached a port to which they gave the name of San Pedro Vincula. Up to that time Cabrillo and his crews had not seen an Indian, from the time they had reached California. Some signs of the aboriginal inhabitants were discovered the second week in August.

**L**IGHT winds and heavy winds, rain-storms and changes of weather followed the ships, and up to that time there had been no dangerous storms. From time to time they anchored, sending in the ships' boats, and replenishing their stock of water and wood. By this time the fleet had sailed north a considerable distance beyond the northernmost point touched by Ulloa, and the commander proceeded to take possession of the country according to the instructions which had been given him by Alvarado at Punta del Engano.

No sign of Indians had as yet been seen, but some distance from there Cabrillo discovered an excellent harbor, where they anchored and again replenished their wood and water supplies. At this point Cabrillo was rowed ashore and took possession in the name of the King of Spain, and Don Antonio Mendoza, giving it the name of Puerto de Posesion. Here they came across a group of Indians who were fishing, and captured one of them, the rest fleeing. After holding their captive for awhile they released him, and he soon disappeared in the wake of his companions.

Later on, going on shore with the ship's boat, they found a number of Indian bowmen, and although these were given some clothing and other presents, the voyagers were unable to gain any knowledge of the country from them, a recourse to sign-language not bringing any results. The following week, when going ashore for water, they found some Indians who were able to



Dedictory Tablet to Cabrillo, Santa Barbara, Calif.



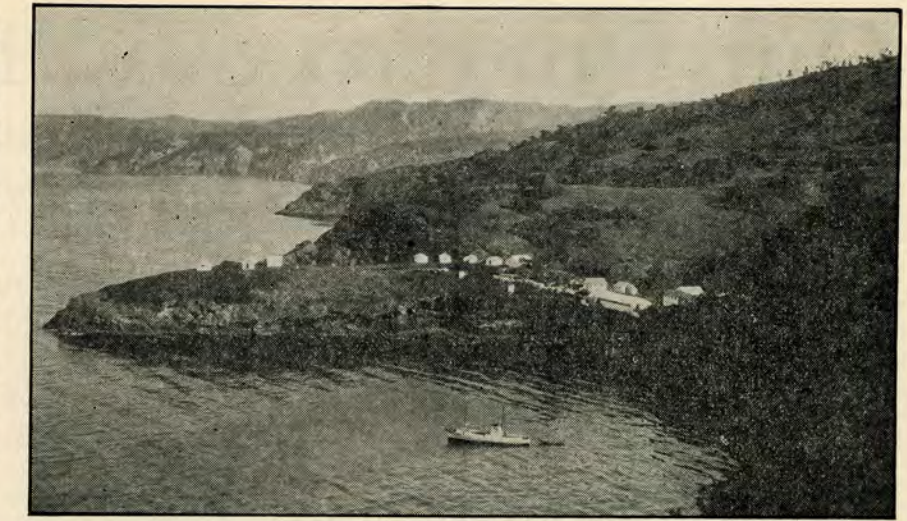
inform them, by signs, that their habitat was far inland, and that the number of the Indians where they came from were many. On that day five of the natives who appeared to have more intelligence than the others, were found at the beach, and the sailors took this quintet to the ships.

On arriving there, they pointed out some of the Spaniards aboard, and made signs that other men of a similar appearance had been seen in the inland regions where the five Indians came from. They succeeded in informing Cabrillo and his men that these Spaniards in the inland had beards, and had with them cross-bows, swords and dogs. On the thirtieth of August, a hurricane struck the ships and compelled them to come back to the Isle San Agustine. There they found a good harbor, and stayed for several days.

FROM time to time it was necessary to go to the mainland for fresh water, and at one place they encountered a number of Indians armed with bows and arrows, who were friendly, but whose language they were unable to understand. These Indians wore no clothing, and were of large stature. They had now covered sixteen days in the month of September, the most of the voyage being a monotonous beating along the coast, with occasional anchorings and journeys to the shore for water and wood supplies.

On the twenty-eighth of September, sailing north and northwest along the coast, they came upon a good port, which they christened San Miguel. There they anchored, and taking the ship's boat, rowed ashore. They found a cluster of natives, all but three of whom fled on their approach. To the ones who remained, some presents were handed, and they indicated, by signs, that people like the Spaniards had gone by, and they showed much apprehension. On that night a party of the sailors went on the beach to fish with a net, and in the darkness a number of the Indians attacked them, and wounded three of the men with arrows.

The next morning three very tall natives came to the ships, and by means of signs



*Santa Cruz Island, Opposite Santa Barbara, Southern California; "The Queen of the Channel Islands," Discovered by Cabrillo*

told the commander and his men that some white people like Cabrillo's men, bearded, armed and clothed like those on the ships, were marching about in the inland country with crossbows and swords, and killing many of the native Indians. On October 7th they came close to what they thought were two islands about six leagues from shore, but were unable to reach them that night. The next day at early dawn they came near to them, and gave them the names of San Salvador and Vitoria. It is probably a fact that Cabrillo only saw one island, and this was doubtless Santa Catalina, which very often looks to be two islands from some little distance away.

The ships anchored, and going ashore a number of Indians came out of the underbrush, and began calling to them and making signs to approach. The incoming sailors made signs of reassurance to the Indians, and they then put their bows and arrows on the ground. The Indians then manned a canoe and came out to the ships, where they were given some beads and

other presents, after which they returned to the island. The crews came on shore, and here one of the Indians made signs to them that men like the Spaniards and having beards were travelling around on the mainland.

ON THE ninth of the month they anchored in what is now Santa Monica Bay. Here was discerned on the mainland an Indian town close to the sea, and a number of beautifully built canoes, with a dozen or more Indians paddling each canoe, came to the ships, and gave the crews accounts of Spaniards who were going about on the mainland. On October 14 they anchored opposite a very fine and well populated valley, which had been generally accepted to be what is now Carpinteria Valley.

All along the coast they were now passing, many Indians came aboard the ships from their canoes, and a large number of towns were seen on the shore of which the Indians gave Cabrillo and his crew the names. One of these, Mugu, is now a point on the new Roosevelt Highway, but the balance of the Indian names have all been swallowed up in the abyss of time. On the fifteenth of October they came to a good-sized island with a number of towns to which they gave the name of San Lucas. Standing off to sea, they came upon two additional islands, and on Wednesday, the 25th of the month, they left the islands, one of which they named Posesion.

These various islands found by Cabrillo were the group of channel islands lying off Santa Barbara, and the one named by the explorer as "Posesion," was undoubtedly the island now known as San Miguel. Santa Cruz, Santa Rosa, Anacapa and San Miguel comprise this group, and of the four, Santa Cruz is destined to be the Riviera of the Pacific. North from San Diego, and to the border of Monterey County and on up the coast most of the present country is now traversed by superb highways. The portion which extends from San Diego County's southern border to the northern line of San Luis Obispo County has every mile signposted by the highway signs of the Automobile Club of Southern California.

No mere description can possibly do justice to the commanding beauty of Santa Cruz Island. The (Continued on page 46)



*Where Cabrillo Sailed the Seas—Seals on a Pacific Ocean Beach*



## Juan Rodriguez Cabrillo

(Continued from page 17)

shores for the most part are rugged, with several small and beautifully indented bays affording anchorage. A magnificent cave, opening out into the ocean, and with varicolored walls and ceilings, gives entrance to small boats; and the winding convolutions of this cavern are filled from time to time with monotonous yet melodious music, caused by the winds and waves. Several small streams issue out into the ocean, and these are wooded along their banks. A marvelous beauty of wild-flowers is found in the spring and summer seasons, and bold headlands and towering steeples add to the loveliness of this really unsurpassable island gem.

On the first day of November a heavy gale arose, which compelled them to strip their masts of every yard of sail. This was at midnight and at dawn the wind had so strengthened that they were compelled to go back and anchor. Many native towns were found along the coast, the names of which were all given them, but none of these picturesque names have been retained.

ONE of the main objects of Cabrillo's voyage was the discovery of a large river, which he believed emptied into the ocean at some point along the coast. A number of small streams discharged their waters into the Pacific along the coast which Cabrillo was following, but no river of any great size was encountered. The chief aim of the voyagers in connection with landing and making friends with the Indians was the discovery of gold. That, indeed, had been the chief lure which attracted most of the Spanish to the shores of the new world. They had endured incredible hardships, and massacred many of the inhabitants of the continent they were exploring, in order to secure the precious metal; and had wandered on over desert and mountain, and through almost impenetrable forests in their search for this glittering lure. It seems a signal example of the inscrutable irony of nature that as Cabrillo and his men sailed up the coast, the almost incalculable treasures of the yellow ore lying in the mountains and river sands of California to the inland reposed stolidly awaiting their final discovery.

According to the legends, on January 3, 1543, Juan Rodriguez Cabrillo, the leader and prime spirit of the voyage, died from a fall on a day during the stay of the crew at the Isla de Posesion (the present island of San Miguel). There is a dispute as to whether he broke his leg, or his arm in the fall, or whether he received a bruise on his foot which afterwards caused blood poisoning. At any rate the staunch and heroic captain looked his last on the waters of the blue Pacific from this island at about that time.

He is buried there somewhere, although the exact spot is not yet known. In the city of Santa Barbara, or next to the highway adjacent to the shoreline, a plate has been erected to him with this inscription: "Cabrillo Boulevard, in memory of Juan Rodriguez Cabrillo who discovered and explored Santa Barbara in 1542, died 1546, and was buried on the San Miguel, one of the Santa Barbara Islands.

"Sleep on, O Dauntless Portuguese!  
Sleep on Cabrillo of the Seas!  
Who fairest of all fair lands won—  
It holds him still till time be done:  
Till time and tide no more shall be  
And God at last calls back the sea."

The voyage was continued under Bartolome Ferrello, the chief pilot, and after some miraculous escapes from the storms they encountered, the ships returned to the Puerto de Navidad, April 14, 1543.

Like Walter Raleigh and Francis Drake, Juan Rodriguez Cabrillo was a born adventurer and leader of men. Petty mistakes of altitude and longitude made by him have been unearthed by subsequent historians and writers, but these trivialities cannot dim the luster of his splendid achievement. Peace to his shades! His bones lie under the shifting sands of that wild island of San Miguel, and the organ roll of incoming waves chant a requiem to his memory. He was a great soul! His record is one of kindness to the natives, and of fidelity and loyalty to his sovereign and his great enterprise, so successfully carried out. After life's fitful fever he sleeps well.

Other explorers and voyagers had sailed below the California line, but he and his ships' crews were the original explorers of the Pacific waters along the California coastline. He was the leader, the soul and spirit of this splendid effort, for which he gave life itself.

"The fresh breeze blew, the white foam flew

The furrow followed free;  
He was the first who ever burst  
Into that silent sea."

## America Becomes Air-minded

(Continued from page 27)

wheel brakes, climb indicators, Curtis-Reed metal propellers, drift indicators, federal and state supervision of pilots and mechanics, fireproof compartments, Goodyear air-wheels, ice warning indicators, landing flares, N. A. C. A. engine cowlings, pioneer telepoint compasses, radio direction finders, radio telephones, radio beacons, radio altimeters, Sperry artificial horizons, Sperry gyroscopic stabilizers or "robots," variable pitch propellers, and welded steel framework. The time is not far distant when the men and women, and boys and girls will be just as familiar with the appliances and parts of airplanes as they are now with the automobile and its mechanism.

IN 1927 there were 482 municipal and commercial airports in the United States; in 1928, 733; in 1929, 916; in 1930, 1,114. Since 1927 the miles of airways equipped for day flying increased about six times, or from 5,500 miles to over 33,000 miles. Airways lighted for night flying increased from 2,200 miles in 1927 to over 18,000 miles, thus far in 1931. California with 115 airports has more than any other state, Texas being second with 66 and New York State third with 61. The District of Columbia has no airport, those serving Washington being across the Potomac in Virginia. Far off Alaska has three airports. Besides the 1,114 commercial airports there are 594 auxiliary, 53 army and 14 navy airports. Our navy now has 1,000

fighting planes in practice and ready for action when needed.

In 1927 there were 300 commercial flying organizations in the United States; in 1928, 475; in 1929, 500; in 1930, 550. American air lines now link the United States with thirty-four countries in the Western Hemisphere. Among the 550 service operators now in this country, 287 planes do air-taxi, sightseeing and special delivery; 174 do aerial advertising; six are engaged in crop dusting to destroy insects; 146 exhibition flying; 100 do mapping and surveying from the air and 298 give flying instructions. There are 15,280 persons holding pilots' licenses from the Bureau of Aeronautics, United States Department of Commerce. Of that number, 386 are women. Besides this more than 15,000 persons now hold federal student pilots' permits authorizing them to receive instruction in licensed aircraft. Michigan, Idaho, New York, Pennsylvania and Tennessee have started work on their state systems of airways. Seventy-five universities and colleges in the United States now have courses in aviation and 500 public schools teach aviation subjects. Approximately 11,000 airplanes are being operated in this country, 5,000 of them in the hands of private owners—individuals and companies outside of professional aeronautics. Fifty leading metropolitan newspapers have their own airplanes to cover important events, deliver papers or fly on emergency missions. The writer has purchased the airplane-delivered New York Times in Montreal between 8:00 and 9:00 A. M. at twenty-five cents a copy. By train the New York morning newspapers reach that Canadian city about 6:00 P. M. About 600 industrial and commercial concerns now use their own planes in various kinds of company business.

Sixty industries, manufacturing airplanes and accessories, are contributing to the development of American aviation, and giving employment to many thousands of workers. In 1930 the United States exported to thirty-eight countries aircraft and parts valued at \$9,000,000. The growing demand for aircraft among individuals and companies and flown for private transportation, sport or pleasure, is illustrated by the number of such owners of airplanes as follows: In 1922, 400 private planes were owned and operated; in 1923, 750; in 1924, 800; in 1925, 1,200; in 1926, 2,000; in 1927, 2,500; in 1928, 3,000; in 1929, 4,000; in 1930, 5,000. It is estimated that the increase in 1931 over 1930 will be more than 1,000 of privately owned planes, and that the increased use of planes by companies operating public air lines will be larger in proportion. So it will be seen that the business depression has not had the effect of checking the progress of aviation as it has in most other lines. It is estimated that \$25,000,000 of capital will be invested in air lines during the next year.

Aviation is rapidly marching on and the inevitable revolution in transportation and in civilization, that the airplane is bringing, is hard upon us, perhaps to a far greater extent than most of us realize.

If any disease were as destructive as automobile accidents in America, there would be wild outcries to have something done about it.—*Charleston (S. C.) Post.*